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MILITARY AFFAIRS AND PUBLIC SECURITY

SHORTCOMINGS IN YOUTHS INDUCTION IN HO CHI MINH CITY REPORTED

Hanoi QUAN DOI NHAN DAN in Vietnamese 9 Jun 81 p 2

[Article by Nguyen Tran: "Organs and Enterprises Must Not Fall Behind Street People in Recruiting Youths in Ho Chi Minh City"]

[Text] The meeting convened to draw experiences in recruiting youths in Ho Chi Minh City took place in a rather lively atmosphere. On behalf of the Municipal Council for Military Service, Tran Kim Tran read a detailed report on the situation in precincts, districts, organs and units and concluded:

--Generally speaking, our entire city has overfulfilled the fixed plan norm for the delivery of recruits for 1980. However, there are 14 centers which have not delivered any recruit though norms had been assigned to them while 20 other organs and enterprises have fulfilled less than 50 percent of the norm.

The audience kept quiet. Many representatives of organs and enterprises felt that they were at fault and blameworthy. Maj Gen Tran Hai Phung, municipal region commander, gave a hint by saying:

--Will you please tell us why in certain areas we have failed to satisfactorily carry out the recruitment of youths? Has there been any difficulty and what must be done to overcome it?

The representative of the statistics sector came to the rostrum and said:

--Let us make a comparison. State organs are led by party chapters and have cadres who are more educated and enlightened than the people. Why have we fallen behind the street people in the recruiting task? If we are not exemplary and enthusiastic in executing the law on military service, we will be at a loss to explain this to everyone. The statistics sector will see that the exact number of recruits will be delivered according to the 1981 norm.

The representative of the Communications and Transportation Service proposed:

--Many members of our agency who are qualified for recruitment in 1981 are scattered along land, river and sea routes and some of them are living thousands of kilometers from the city. If the Military Command does not draw up a plan a few months in advance, it will be difficult for us to recruit youths on schedule. We hope that you will understand the particular difficulties confronting each unit and that you will formulate a more realistic plan and measures.

The representative of the Ministry of Higher Education expressed his views as follows:

--If there is a delay of a few days in sending the youths recruitment order to colleges, this will cause a waste of thousands of dong along with numerous difficulties. Last year, the recruitment plan reached us only after students had received their graduation diplomas and gone home in other localities. The colleges had to immediately send messages to the students to call them back in mass. We are in an especially advantageous position to fulfill the recruiting task. Colleges have given the youths careful instructions on the duty to defend the fatherland. Therefore, if close guidance is provided for colleges, they will surely be able to satisfactorily fulfill the norm on recruits delivery.

The representative of the External Relations Service suggested:

--Our Service has many youths who are qualified for induction because we have been allowed to choose translators and drivers with a good health and background to serve international customers. In 1980, we fulfilled the recruits delivery norm. Some of our Service personnel who have joined the army have written letters complaining about the subsistence, education and management of new recruits. It is suggested that the Military Command pays attention to this problem to bring about a good change in various units, to ensure that the new recruits' food meets the fixed standards and to formulate an adequate plan on education, especially concerning the attitude and manners of commanders in charge of the new recruits.

The representative of the Municipal Agricultural Committee added:

--We warmly welcome the "four open" and "three nominations" slogans which are being implemented by the city in recruiting youths. But we must frankly and firmly bring to light cases of cadres making arrangements for their sons and younger brothers to evade the military service or conniving in covering up and tolerating such evasion.

Maj Gen Tran Hai Phung said by way of conclusion:

--Yesterday afternoon I received a petition denouncing the graft committed by a comrade in a precinct military command organ. This morning inspectors have been ordered to carry on-the-spot investigations. The Municipal Military Command promises not to forgive anyone who transgresses this discipline. You know that Capt Nguyen Hong V., a cadre at the mobilization bureau, took a bribe of 700 dong; he has been expelled from the army and sentenced 4 years in prison. I must say clearly that there are both subjective and objective reasons for the failure of state organs in the municipal area to fulfill the recruits delivery norm for 1980. For 1981, we request that every organ draws up and fulfills two plans: one for task execution and production and another for fulfillment of the youths recruitment norm. The Military Command will closely follow the situation, commend and reward units which carry out this task satisfactorily and will propose that the Municipal People's Committee take appropriate disciplinary measures against organs and units failing to fulfill the youths recruitment plan. Do you agree?

--We do.

Hundreds of representatives of nearly 1,000 organs and enterprises in the municipality left with a determination to eliminate errors and shortcomings and to satisfactorily carry out the 1981 recruits delivery stage.

MILITARY AFFAIRS AND PUBLIC SECURITY

PUBLIC SECURITY AGENTS, TRIBESMEN COOPERATE IN BORDER DEFENSE

Hanoi QUAN DOI NHAN DAN in Vietnamese 3 Jun 81 p 2

[Article by Thanh Lang: "Public Security Men and the H'mong People of Long He Village"]

[Text] Prior to 1979, a section of the H'mong people--who used to practice nomadic farming and to lead a nomadic life--stopped over at Long He and built it into a village following the advice of the party and administration and thanks to the guidance and assistance of public security men in Tuan Chau District.

Taking advantage of the then backward customs and habits of the H'mong people, the Vang Pao bandits and the henchmen of the Chinese reactionaries infiltrated the village and hamlets to carry out a psychological warfare to stir up these people and win them over to their side. Some narrow-minded villagers took fright, followed the bandits and acted as henchmen for the Beijing reactionaries.

In those difficult times, three public security men named Tran Xuan Mau, Duong Duc Tuan and Luong Van Yen hailing from Thanh Hoa and two H'mong and Thai public security men named Hao A Lech and Quang Van Muoi joined the people in Long He. Several of these men could neither speak nor understand the H'mong language while meeting with indifference on the part of the villagers. Far from being discouraged, our men sought by all means to disseminate the party policy among these people.

Our men called in turn at each villager's household, used the delta people's production experiences to help the villagers do plowing, harrowing, sowing and planting and care for the crops and also called at the head of the village public security force to learn the villagers' language. With his rich experience in production, Tran Xuan Mau taught the villagers new methods of intensive cultivation, fertilization and weeding with the result that at the harvest time, corn plants yielded large ears and rice plants heavy grains. Seeing the result of production, the villagers began to appreciate and trust Mau and the other combatants. Ever since he could speak the H'mong language, Mau felt more attachment to the villagers. Returning from his home leave in Thanh Hoa, Mau took care to bring along vegetable, lemon and crossbred apple seeds and fruit tree strains to help the villagers develop production. He used part of his salary to buy paper, pens and chalk to teach writing to H'mong children. Together with the combatants in the grassroots task unit, Mau called at each and every household in the village to motivate people to contribute rice and hogs and to send 98 children to intensive cultural courses in Pieng Ban.

Today Pieng Ban has Level 1 and 2 schools and the school children have become a core force to help our men launch a mass movement to maintain village security. Owing to the solicitous care of the party and administration and to the assistance of the public security men, Long He Village has gradually built a medical station, library and public garden, shaped up a new life style and sent people to attend colleges to serve the villagers later on their return.

While the village was being built up, a serious drought occurred. Long He could not find out water to drink and to irrigate crops. Trees were withering. These difficulties were exploited by the Chinese reactionaries who used bad elements to sow false rumors to revive traditional superstitions. They said: "Since the H'mong people in Long He have allowed the militia to shoot God's children, God has got angry and has, therefore, withheld drinking water." They urged the H'mong people to leave Long He for China.

Once again, Tran Xuan Mau and his companions had to motivate people to hold on to their village, to firmly maintain production and to stand ready to fight and defend border security. Our combatants organized the H'mong youths to drill wells to provide drinking water for the villagers and to find ways to draw water from the wells to irrigate crops. Mau and his comrades-in-arms in the unit took turns at going distances of hundreds of kilometers to buy green vegetables, salt, potato and cassava to help the village people overcome difficulties.

Having trusted the public security men, the H'mong people in Long He Village have placed greater confidence in the party policy of uniting the minority nationalities and have jointly clung to their village, built forces to maintain security and organized a gun toting militia to defend the fatherland.

Hundreds of H'mong people from various hamlets and villages have participated in setting up nearly 30 people's security teams to accompany the public security, militia and army men day and night in traversing forests and streams to carry out patrol and keep watch. The H'mong people in the Hoi Xua Hamlet people's security team displayed high vigilance and quickly arrested an entire group of criminals coming from Lai Chau with the intention of stealing state property. After detecting a bandit coming to the village with the intention of sabotaging construction projects, the villagers quickly informed public security men to enable them to arrest the bandit. While working on upland fields, the Xam Xau villagers were also on the watch for strangers. When two reactionaries arrived from China by crossing the boarder, the villagers managed to keep them back and then notified public security agents who came and caught the men. The latter confessed that they were sent in by Chinese reactionaries to incite the H'mong people to oppose the Vietnamese fatherland.

With each passing day, Long He Village makes more innovations and grows stronger and more stable and the relationships and attachment between the public security men and the H'mong people become closer.

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CSO: 4209/369

MILITARY AFFAIRS AND PUBLIC SECURITY

ORDER, SECURITY MAINTAINED ON HAIPHONG, QUANG NINH RAILWAYS

Hanoi QUAN DOI NHAN DAN in Vietnamese 2 Jun 81 p 1

[Article by Thanh Lang: "Haiphong, Quang Ninh and the Railway Transport Sector Review and Step up the Implementation of the Joint Directive of the Ministries of National Defense and Interior"]

[Text] Party committees at various echelons and the local administration, public security forces and troops in Haiphong and Quang Ninh together with the railway transport sector have reviewed the implementation of joint directive No 01 of the Ministries of National Defense and Interior and have strengthened their relationships of joint operations in combat to maintain security in the new situation.

Haiphong--Many commanding cadres from public security and army units stationed in various localities have come to attend a recapitulative conference presided over by the Municipal Party and People's Committees. The conference severely criticized shortcomings, accurately assessed strong and weak points, drew initial experiences from joint operations to maintain security and cited the efforts of a number of cadres and combatants in basic units.

Recently, under the form of brotherhood, public security and army units have satisfactorily developed close relationships of joint action in safeguarding order and security. However, there still are a number of specific weak points and shortcomings requiring prompt correction in conjunction with the development of good and strong points in order to perfect the close cooperation among various forces to adequately maintain political security and social order and security under all circumstances.

Quang Ninh--Under the leadership and guidance of the Provincial Party Committee and the People's Committees at all levels, the public security forces and troops stationed in basic installations have reviewed the implementation of joint directive No 01 of the Ministries of National Defense and Interior and drawn some valuable experiences.

Over the past year, the public security forces and troops in Quang Ninh Province have continuously built close relationships of concerted efforts by high-level commanding organs down to basic units in all areas. Public security and army combatants have jointly built 95 teams and 40 key control stations to maintain security and order and communication safety and to preserve state property and have also continued to display a high spirit of solidarity in overcoming difficulties and helping one another in matters of food, housing, professional specialties and operational measures.

The public security, army and youth forces in Quang Ha and Binh Lieu Districts have also concluded pacts on joint action in performing tasks and combat duty, protecting security and aiding the people to settle farming and life and to heighten vigilance. Owing to the detection made by the ethnic minorities in the districts and thanks to their assistance, public security and army men satisfactorily carried out their joint operations plan, neatly caught a number of spies, scouts and henchmen in the Chinese reactionaries' service and effectively cooperated with the militia and self-defense forces in carrying out patrol and keeping watch to maintain security and protecting the people's crops and property.

Railway Transport Sector--The conference to draw experiences in joint operations to maintain railway transport safety was attended by representatives of all public security forces in charge of protecting railway communications, army units belonging to Group M44, the Sapper Command, Ordinance Department, Capital Military Region and railway transport sector.

Over the recent past, the abovementioned army units have closely coordinated their activities with those of the public security forces and the railway transport sector to maintain security on transport lines and to set up numerous joint control teams to inspect trains, railway stations, harbors, fields and state property depots. These joint control teams have unitedly overcome difficulties, displayed a high sense of responsibility in carrying out tasks, bravely and effectively fought thieves and bandits, wholeheartedly helped and protected travelers, detected and neatly caught people impersonating members of the army or public security forces to carry out swindling on trains and safely protected a large amount of property belonging to the state and people with the result that the number of cases of criminal lawbreaking on trains has been greatly reduced.

Units 3 and 4 of Group M44, sapper unit M13, the military control bureau of the Ordinance Department, Group B7 of the Capital Military Region, the protective police bureau and railway public security station in Hanoi have drawn valuable experiences and noteworthy achievements from the joint operations aimed at maintaining order and security on trains and have received a commendation certificate from the Ministry of Interior.

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CSO: 4209/369

MILITARY AFFAIRS AND PUBLIC SECURITY

BRIEFS

HO CHI MINH CITY WAR INVALIDS--Ho Chi Minh City is now taking care of more than 6,100 sick soldiers. To date, the city has provided jobs for more than 3,000 war invalids and members of the families of fallen heroes. It has sent more than 7,700 children of the fallen combatants to various general schools and 148 of them to universities to further their studies. [BK280321 Hanoi Domestic Service in Vietnamese 1100 GMT 24 Jul 81]

THEFT CASES PENDING TRIAL--Legal authorities in Ha Son Binh and Bac Thai provinces have recently decided to prosecute (Cao The Tuong) and (Nguyen Van Pha) on charges of corruption and bribery. (Cao The Tuong), a ship captain of Ha Son Binh Province's communications and transport sector, is charged with stealing 98 tons from a wheat shipment under his charge and causing the loss of 120 additional tons through his negligence of duty. (Nguyen Van Pha), a cadre in charge of the distribution of food and merchandise coupons at the Pho Yen District Trade Service, Bac Thai Province, is charged with stealing food and merchandise coupons and selling them to dishonest traders for 15,911 dong in cash and 9,754 dong in kind. He is also charged with offering bribes to district cadres in an attempt to escape the law. (Cao The Tuong) and (Nguyen Van Pha) will be soon brought to trial together with their accomplices. [BK280321 Hanoi Domestic Service in Vietnamese 2300 GMT 21 Jul 81]

HOANG LIEN SON POLITICAL DRIVE--Hoang Lien Son Army Unit H54 recently launched a political drive to further heighten vigilance over the enemy's psychological warfare and sabotage activities. It has also initiated a movement to guard against dishonest elements, preserve army secrets, and make the unit strong in all aspects. So far all the unit's cadres and combatants have firmly grasped the current situation and their related tasks and are clearly aware of the enemy's cunning tricks and schemes against our army in the border areas. [OW250501 Hanoi Domestic Service in Vietnamese 1200 GMT 23 Jul 81]

CSO: 4220/363

INTERNATIONAL RELATIONS, TRADE AND AID

SIGNING OF USSR-SRV ECONOMIC ACCORD REPORTED

OW271431 Moscow Radio in Vietnamese to Vietnam 1000 GMT 25 Jul 81

[Text] An intergovernmental Soviet-Vietnamese agreement on economic and technical cooperation for 1981-85 was signed on 24 July in Moscow at the headquarters of the Soviet State Committee for Foreign Economic Relations. The following is our station correspondent's report on the event.

Friends: First of all, I am going to talk to you about the contents of this agreement, which was signed by Comrade Skachkov, chairman of the Soviet State Committee for Foreign Economic Relations, and Comrade Le Khac, Vietnamese foreign trade minister. The document outlines the specific forms of cooperation between our two countries in the new period. Following are some examples of this cooperation:

The Soviet Union will continue to assist Vietnam in building the Da River project, the Thang Long bridge over the Red River, and the Xuan Mai concrete slab factory for prefabricated houses with an annual production capacity sufficient for 100,000 cubic meters of housing. With further Soviet assistance, the Vang Danh coal mine's annual coal production will triple to 1.8 million tons. The Pha Lai-Vinh powerline will be commissioned in 1983. The supply of additional equipment, machinery and raw materials for the Bin Son cement factory, Vietnam's largest, will be completed next year. The annual production of the Lam Thao superphosphate fertilizer plant will increase to 300,000 tons. The Moc Chau tea plant will be put into operation in 1982, with a daily production of 42 tons. During the current 5-year plan, many technical and vocational schools will be commissioned, including the Ha Bac communications and transportation workers school for 600 students, the Xuan Mai construction workers school for 800 students, and the Lam Thao chemical workers school for 800 students. An additional 2,000 Vietnamese students, male and female, will train at Soviet vocational schools. The Soviet Union will help Vietnam build 40 new projects including projects for the Tri An hydroelectric plant, the Mao Khe and Lang Con coal mines and the Chua Ve harbor. It will also provide equipment for rescue operations in the Quang Ninh coal mining area, help Vietnam improve the Hanoi-Lao Cai rail line and supply modern equipment for the institutes for scientific research on coal industry and on agricultural mechanization. In all, during the current 5-year plan, the Soviet Union will help Vietnam build more than 100 projects for further economic development.

In his speech made at the signing ceremony, Comrade Skachkov stressed, under the new agreement, the Soviet Union will almost quadruple its supply of equipment and machinery to Vietnam for a similar period. This does not include the supplies provided to Vietnam under the treaty on the establishment of joint Soviet-Vietnamese ventures for oil and natural gas prospecting on the continental shelf of southern Vietnam. He added: In time, Soviet industry will provide to Vietnam the necessary equipment specified in this agreement. As in the past, the Soviet people will enthusiastically perform their work of assisting their Vietnamese friends in building socialism and defending their fatherland.

In his reply speech at the signing ceremony, Comrade Le Khac, Vietnamese foreign trade minister, said: [begin recording] The newly signed agreement marks a new step in the development of the fraternal and close relations and all-round cooperation between Vietnam and the Soviet Union in the spirit of the 3 November 1978 treaty of friendship and cooperation. The implementation of this new agreement will positively contribute to the success of the DRV's 1981-85 economic plan, which calls for further development of material and technical bases in a number of essential economic sectors such as the energy, fuel, machinery, communications, transportation and agriculture sectors.

It will help us in overcoming step by step the imbalances in our economic production and in stabilizing and further improving our people's living conditions. In their current socialist construction, their past anti-U.S. struggle for national salvation and their present defense of their fatherland against the Beijing expansionists, the Vietnamese people have always enjoyed the vigorous support and effective assistance of the Soviet Union.

I avail myself of this opportunity to express the sincere and deep gratitude of the VCP Central Committee and the Vietnamese Government and people to the glorious CPSU, the Soviet Government, and the fraternal Soviet people--led by venerated and beloved Comrade Brezhnev--for their unswerving, great, effective and all-round assistance to the Vietnamese people's revolutionary undertaking. [end Le Khac recording]

Now that the new agreement has been concluded, millions of Soviet people will participate in its implementation. This is a guarantee for the successful fulfillment of the Vietnamese people's new tasks.

CSO: 4209/401

PARTY ACTIVITIES AND GOVERNMENT

'NHAN DAN' EDITORIAL HAILS VSP ANNIVERSARY

BK221445 Hanoi Domestic Service in Vietnamese 2300 GMT 21 Jul 81

[NHAN DAN 22 July editorial: "The Glorious Vietnam Socialist Party"]

[Text] On this glorious anniversary of the fraternal Vietnam Socialist Party [VSP] the Vietnamese communists would like to convey to the comrade Socialist Party members the most cordial and warmest greetings. We share with the comrade Socialist Party members the joy over the praiseworthy achievements recorded by the Vietnam Socialist Party in its stubborn struggle, thus contributing to the revolutionary cause of our people for the past 35 years.

Since its founding, the VSP has always united closely and reached identity of views with the VCP, the Vietnam Democratic Party and other member organizations of the national united front in the struggle against the aggressive forces and the reactionaries in the country aimed at liberating the fatherland and people and building an independent, unified and social Vietnam. The party has also contributed all of its efforts in the two wars of resistance against the French and the Americans and in the war against the Chinese expansionists for national defense and the socialist revolution in our country.

The significance of the valuable contributions made by each member of the nation's great militant contingent is their unanimity to advance in the same direction while firmly maintaining their responsible positions. Throughout the protracted war, despite all the complex ordeals, the VSP stood firm in its position while helping to consolidate the combined fighting strength.

On the occasion marking the 35th anniversary of the August Revolution and the 2 September National Day, the Vietnam Socialist Party was awarded the Ho Chi Minh Order, First Class, by our state for its worthy contributions to the consolidation and strengthening of the all-people solidarity bloc and for its significant role in liberating and unifying the country, building socialism, and defending the fatherland. That noble and valuable award reflected the appreciation of the party by the revolution.

From beginning, a relationship of comradely cooperation and a close friendship of revolutionary militancy have successfully been established between the VCP and the VSP as well as between the VCP and the Vietnam Democratic Party.

Our people have scored great victories of historic significance in the revolutionary struggle. When our nation was still under the cruel rule of the imperialist forces 35 years ago, the exploiting classes followed the imperialists in oppressing our people. The victorious struggle has, however, changed our country and society completely. We have been able to defeat the French, the Americans and the Chinese, eradicate oppression and exploitation, and build a society in which the laboring people are the masters.

It is necessary for the socialist revolution to accomplish its historic mission. Despite great difficulties in the immediate future, the revolution has now been provided with the necessary means to overcome all difficulties in order to move forward. Our nation is now strong enough to defend its independence and revolutionary gains. That is the greatest source of happiness for our people in this generation. Only by absolutely mastering the country as we do now, can our people create the favorable conditions for exploiting all the potentials of the country and developing the superiority of the new regime.

We, communists, strongly believe that the Vietnam Socialist Party will certainly continue its glorious revolutionary tradition so as to fulfill its historic mission in building socialism and defending the socialist fatherland.

CSO: 4209/470

PARTY ACTIVITIES AND GOVERNMENT

BRIEFS

WOMEN'S UNION TO CONVENE CONGRESS--[From review of NHAN DAN for 24 July] Recently in Hanoi, a plenary conference of the Vietnam Women's Union Central Committee has decided to convene the fifth national congress of woman delegates in the second quarter of 1982. This congress will decide on the duties and operational methods of the union in the coming years and will encourage women to carry out the tasks to be set forth by the fifth national party congress in furtherance of the cause of woman liberation. (Text) (BK240953 Hanoi Domestic Service in Vietnamese 0545 GMT 24 Jul 81)

CSO: 4209/400

ECONOMIC PLANNING, TRADE AND FINANCE

BRIEFS

THAI BINH RESETTLERS--In the first 6 months of 1981 Thai Binh Province sent more than 8,000 persons, including 4,000 laborers and 80 party members, to new economic zones and state farms outside the province--fulfilling over 80 percent of its annual plan and scoring a 41-percent increase over 1980. Between now and the end of this year, the province will send 1,300 families totaling 6,500 persons, including 2,700 laborers, to new economic zones outside the province. [BK280321 Hanoi Domestic Service in Vietnamese 1100 GMT 23 Jul 81]

QUANG NAM-DA NANG RESETTLERS--Quang Nam-Da Nang Province recently launched a campaign to encourage the people to resettle in various new economic zones. The province is planning to send 8,600 families of 15,800 persons to economic zones in Dac Lac and Gia Lai-Cong Tum provinces. The province has sent 17,000 families to new economic zones in the central highlands and southern provinces. [BK280321 Hanoi Domestic Service in Vietnamese 1100 GMT 24 Jul 81]

CSO: 4209/400

AGRICULTURE

HANOI REPORTS ON SUBSIDIARY CROP PRODUCTION

BK260914 Hanoi Domestic Service in Vietnamese 0400 GMT 26 Jul 81

[Text] In the 1980-81 winter-spring crop season, various localities throughout the country planted more than 1.1 million ha of subsidiary food crops and vegetables of various types, and produced 1,194 million tons of food in paddy equivalent. The cultivated area and output of this crop season dropped as compared with the previous season; but the yields and production volumes of some important food crops such as corn, sweet potatoes and soybeans were fairly high and greater than in the previous crop season.

In the northern provinces, many types of food crops produced fairly high yields and outputs greater than in the previous crop season. Although the yields of some major food crops were not high and most of them fell short of the targeted figures, fair increases were achieved. The per-hectare yield of corn was 10.7 quintals, an increase of 4.8 percent; sweet potatoes 5.9 tons, an increase of 9.3 percent; and beans of various types 4.5 quintals, an increase of 1.3 percent. The production volumes of some food crops increased over the 1979-80 winter-spring crop season, with an increase of 225,000 tons for sweet potatoes, 23,000 tons for corn, 12,000 tons for taro roots and 26,000 tons for other farinaceous crops. Thus, the food crop output in paddy equivalent of this season increased by 28,000 tons over the previous season.

Recently, especially following the fairly successful harvest of the 5th-month-spring rice crop, cooperatives in some localities have neglected the production of subsidiary food crops. In these localities, the 10th-month rice seed allocation pattern has been changed in a way disadvantageous to the development of winter food crop production. The area already planted to the early 10th-month rice in this crop season still falls short of the plan. All cooperatives must overcome these shortcomings and adopt concrete measures concerning seed, fertilizer and area so as to plant 350,000 ha of winter food crops.

Ha Bac, Vinh Phu, Hai Hung and Ha Son Binh must supply chemical fertilizer to cooperative members who have agreed to produce sweet potato cuttings for planting on contracted fields and for supplying to cooperatives; reinspect the quantity and quality of corn and potato seed for the winter crop season; and firmly ensure the plan for cultivating the early 10th-month rice so as to plan the cultivation of winter crops accordingly.

Hai Hung has firmly maintained its good tradition and experience in winter crop planting. As of 20 July the province had transplanted more than 90,000 ha of 10th-month rice, fulfilling 77 percent of the plan. This figure included almost 55,000 ha of early 10th-month rice, accounting for 60 percent of the already transplanted 10th-month rice area.

Agricultural cooperatives that plant winter sweet potatoes in Nghe Tinh have prepared 1,500 ha of sweet potato cuttings, fulfilling 99 percent of the plan and scoring a 350-percent increase over the same period last year.

CSO: 4209/400

AGRICULTURE

BRIEFS

DONG THAP RICE--To date Dong Thap Province has planted almost 93,400 ha of 10th-month rice, fulfilling 77 percent of the plan. Recently more than 10,000 ha of rice in the province were flooded; but thanks to the peasants' active efforts to control the flood, only 1,800 ha of rice were lost. At present the provincial peasants are continuing to repair ricefield embankments and drain flood water from ricefields. [BK280313 Hanoi Domestic Service in Vietnamese 1100 GMT 22 Jul 81]

DONG THAP GRAIN COLLECTION--As of mid-July, Dong Thap Province had procured almost 113,000 tons of paddy for the 10th-month and winter-spring crop seasons, fulfilling 62 percent of its grain procurement quota for the whole year and scoring a 29-percent increase over last year. At present all districts in the province are preparing warehouses, stations and transportation means so as to meet the grain procurement quota of 180,000 tons assigned to the province for 1981. [BK280313 Hanoi Domestic Service in Vietnamese 1100 GMT 21 Jul 81]

CUU LONG RICE--Cuu Long Province is striving to plant 177,000 hectares of rice in this 10th-month crop. To date the province has transplanted 3,470 hectares. Various districts are faced with water shortage and harmful insects. As a result, all workforces in Tra Cu, Cau Ngang, Chau Thanh, Cau Ke and Cang Long districts are being mobilized to work in ricefields to save the seedlings and accelerate the pace of transplantation.. [BK280313 Hanoi Domestic Service in Vietnamese 2300 GMT 25 Jul 81]

HAU GIANG RICE--As of mid-July, Hau Giang Province had planted 113,000 hectares of 10th-month rice, achieving 33.2 percent of the plan norm. Over the past days, peasants paid special attention to caring for 4,000 hectares of seedlings and 8,000 hectares of newly transplanted rice in water shortage areas. [BK280313 Hanoi Domestic Service in Vietnamese 2300 GMT 25 Jul 81]

NORTHERN PROVINCE DIKES--As of 20 July, people in the northern provinces and cities had built 4.3 million cubic meters of dikes, overfulfilling plan norms by 22.8 percent. Hanoi and Haiphong municipalities and Ha Bac, Hai Hung, Ha Nam Ninh and Thanh Hoa provinces took the lead in building and repairing dikes, while the pace in Nghe Tinh and Binh Tri Thien provinces was slower. [BK280327 Hanoi Domestic Service in Vietnamese 1100 GMT 26 Jul 81]

HA SON BINH RICE--As of 29 July, Ha Son Binh Province had transplanted 62,000 hectares of 10th-month rice, achieving 75 percent of the plan norms, or 20 percent over the same period last year. Phu Xuyen District transplanted 9,200 hectares, taking the lead in fulfilling its plan norm. [BK280327 Hanoi Domestic Service in Vietnamese 1100 GMT 24 Jul 81]

HAI HUNG RICE--As of 25 July, agricultural cooperatives in Hai Hung Province had planted 106,348 hectares of 10th-month rice, achieving 90.1 percent of the plan norms, or 1.4 fold quicker than the same period last year. About 75 cooperatives in the province have completed the planting. They have weeded 41,000 hectares in the first phase and delivered to ricefields 5,000 tons of nitrogenous fertilizer and 573,000 tons of animal manure to fertilize the 10th-month rice. [BK280327 Hanoi Domestic Service in Vietnamese 1100 GMT 27 Jul 81]

THAI BINH RICE--As of 25 July, Thai Binh Province had planted 76,000 hectares of 10th-month rice, achieving 92 percent of the area plan. Dong Hung, Quynh Phu and Hung Ha districts planted from 93 to 95 percent of their planned acreage. The province during the same period weeded and fertilized 33,000 hectares of early planted rice. [BK280327 Hanoi Domestic Service in Vietnamese 1100 GMT 27 Jul 81]

THANH HOA RICE--As of 23 July, Thanh Hoa Province had transplanted more than 120,000 ha of 10th-month rice, fulfilling 90 percent of the area plan. Good care is being given by cooperative members of the rice crop. The province has finished the first phase of weeding on 33,000 ha and the second phase on 7,000 ha, and has moved to ricefields more than 680,000 tons of fertilizer for application to the rice crop. [BK280327 Hanoi Domestic Service in Vietnamese 1100 GMT 25 Jul 81]

CSO: 4209/400

HEAVY INDUSTRY AND CONSTRUCTION

YOUTHS VOLUNTEER TO BUILD PHA LAI THERMOELECTRIC POWER PLANT

Hanoi QUAN DOI NHAN DAN in Vietnamese 3 Jun 81 p 1

[Text] VNA--Young technical workers from the [Youth] Union organizations in industrial installations in Quang Ninh Province have volunteered to work on a long-term basis at the construction site of the Pha Lai thermoelectric power plant--a project belonging to the communist youths and sponsored by young people throughout the country.

The first reinforcement contingent includes 23 Union members and young technical workers ranking from grade 3 upward who are specialized in smithery, welding, carpentry and so forth, who belong to the Union installations in Building Corporation 2, to the House Building Corporation at the carpentry enterprise of Pillar 5 (Hon Gai) and so forth and who have come to work for 5 months at the construction site. These male and female workers have worked regularly according to technical regulations and have achieved high productivity and good work quality.

The Union installations whose members have voluntarily participated in the building task at the construction site of the Pha Lai thermoelectric power plant have urged the remaining Union members and other youths to work harder to make up for the absent workers and fulfill the production plan.

The youths in Quang Ninh have sent their second gift to their young friends working at the construction site of the Pha Lai thermoelectric power plant; the gift includes 15 tons of coal, 10,000 rice bowls, 1,100 kgs of green vegetables and musical instruments of various types. Young technical workers in Quang Ninh Province are preparing their forces and standing ready to voluntarily participate in building the Pha Lai thermoelectric power plant in the next stages.

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CSO: 4209/369

LIGHT INDUSTRY

BRIEFS

FRENCH-BUILT SAWING MILL--Hanoi, 26 Jul (VNA)--A plank factory was commissioned recently in Song Be Province, northwest of Ho Chi Minh City. This is one of the three sawing mills built with French assistance. It can produce 6 million square meters of planks for export every year. [Text] [OM271729 Hanoi VNA in English 1458 GMT 26 Jul 81]

JUTE TAPESTRY EXPORTS--Hanoi, 24 Jul (VNA)--Foreign revenue earnings from exported jute tapestry in 1980 was 14 times that of 1975, the first year of export-oriented production. This is expected to increase by another 50 percent this year. In 1975, only 20 persons were employed in this fledgling export industry. This has now grown to more than 100,000 people working at some 1,000 establishments in 12 provinces and cities. Hanoi alone has 27 establishments employing 10,000 persons. Last year, Hanoi produced over 400,000 square meters of jute tapestry for export, Hai Hung Province, 190,000 square meters, and Thai Binh, 300,000 square meters. The Thang Long rolled fiber jute tapestry boasts the highest growth rate. In 1979, 300,000 square meters of this export commodity was turned out. In 1980, its output increased to 875,000 square meters. The Dong Da jute tapestry cooperative in Hanoi is the pacesetter with regard to quality. Last year, it produced 60,000 square meters, and its jute tapestry was awarded a gold medal at the Plovdiv international fair in Bulgaria. [OM250501 Hanoi VNA in English 1457 GMT 24 Jul 81]

CSO: 4220/363

TRANSPORTATION AND COMMUNICATIONS

TRAINS STILL STOP WHERE THEY WANT, OPERATE LIKE MARKETS

Hanoi GIAO THONG VAN TAI in Vietnamese 20 May 81 p 5

[Article by Ho Son of the Road Transportation Committee: "Trains Still Stop Where They Will and Operate Like a Market"]

[Text] When the Council of Ministers issued regulations stipulating the new system of transportation fees, there was simultaneously the strict requirement that together with this readjustment of fees the transportation and communications sector must reorganize and improve the quality of services to the passengers.

Implementing the strict requirement of the Council of Ministers, the Ministry of Transportation and Communications has worked concretely with the various transportation branches, and come up with many directives and circulars to provide guidance for improving the services to passengers. Generally speaking, in the past few months, despite the many difficulties we still have regarding equipment and materials, the various transportation branches have made many efforts to improve services to passengers. The Railway sector has had progresses in serving the passengers. At Binh Trieu station the organization of ticket sales is orderly and quick thus cutting down on the time the people had to wait, and there are now enough chairs for people in the waiting room. In spite of its lack of space, Dieu Tri station has made special effort to leave out one room with beds, blankets and mosquito nets to accommodate 24 passengers on long-distance traveling in Gia Lai - Kontum. Hanoi station has now a hedge around it and the organization of ticket sales here is also better. Hai Duong station now has a clean waiting room with enough chairs for people.

Nonetheless, besides the above good aspects there still remain items that leave to be desired or even show the tendency to get worse, the most clearcut case being the Reunification trains that run between North and South and which so far have not shown any progress. The Reunification train TN3 which ran from Hanoi at 15:00 o'clock on 2 March 1981 was late by over 2 hours, people just went freely into the train without anyone trying to control them. Three kilometers ahead of Thuong Tin station, the train already slowed down so as to let the smugglers pass bundles of goods up into the train. After the train reached Thanh Hoa, at every station there were more and more passengers coming up into the train. Besides the passengers who had bought tickets and were entitled to the space in accordance with the stipulated provisions related to various wagons, those who came up without a ticket average about 15 persons per wagon who would be sitting or standing at the two ends of the wagons, whether it was a sleeping wagon or one with sitting arrangements only. The train TN4 which left Dieu Tri at 15:00 o'clock on 10 April 1981 was late by over 3 hours as compared to the stipulated time for departure, and the passengers

on this train acted exactly like in the situation described above. It reached Ghenh station at 9:00 a.m. on 12 April 1981. Here it stopped for about one hour to let another train go by, then went to Cau Yen station, Ninh Binh station. At these stations it stopped for 15 to 30 minutes each. And from Ghenh to Hanoi the train took 6 hours to cover a distance of 125 kilometers.

The passengers all brought along a great deal of luggage but they were not paid for. Some people brought along up to 2 ta of luggage without paying any fees, but the train personnel nonetheless did not try to control the situation. The worst case is that some people even brought gasoline in their rucksack to sell it in the South.

All the Reunification trains do not have water for people to wash their faces. Whatever water there was was reserved for the train personnel for their washes and baths.

According to the rules and regulations, each wagon of a Reunification train must have two persons on board to take care of the utensils and equipment, to control incoming and outgoing passengers in each wagon, but these service people did not do their jobs, they only sweep and fix up the wagon only once a day.

Life on the Reunification trains going from Hanoi to Dieu Tri and back is not unlike a market place, only it is a mobile one. This means that there are tradesmen coming up to buy and sell goods from the passengers, or to sell snacks, pastry; then there are itinerant singers who come up to sing nothing but decadent songs, songs that are out of place if not actually distorting the real situation of the country. The train may be running, they still stay right on to do their business and sing for money. All these people did not buy any tickets.

Furnishings and equipment on the trains have practically all been either vandalized or taken away. Romanian made wagons which usually come with 9 fans now have 4 or 5 left; the lamp shades have all been pilfered and in some wagons, the small tables in each cubicle have all been taken out and stacked in the restroom. As far as the washbasins on the wagons of the Vanguard Youth train are concerned, they have all become urinals. The washrooms are not scrubbed and cleaned regularly, which is why they stink and are extremely disagreeable.

In those stations which in the past had a faucet for people to wash their faces at, the "three interest" movement is now in full swing: instead of letting people come in and use it freely to wash their hands, they now charge 3 hao for a pot. They go so far as to charge 1 hao to go to the toilet, such as in the case of Dieu Tri station.

In the above situation, it is suggested that the Railway Sector strictly implement the directives of the Council of Ministers and of the Ministry of Transportation and Communications in order to serve the passengers better. It must pay more attention to serving the passengers both at the stations and on the trains through:

- Reorganizing the job of controlling the luggage brought on board from the station itself. Whoever brings up more than the level allowed free of charge, should be made to pay the baggage fees, and it must be made absolutely clear that no combustible material would be allowed on the trains.
- Regularly checking the tickets of the passengers in order to prevent the loss of receipts and verifying with the train personnel in the struggle against negative

phenomenons such as the appropriation of passage and freight money to put into one's own ticket.

- Forbidding people to board a train without a ticket; forbidding people who have boarded to freely trade with other passengers while the train is running.
- Forbidding itinerant singers to come up on the trains to sing nonsensical songs.
- Providing the trains with a P.A. system, especially in the case of the Reunification trains.
- Instituting a system of rewards for the personnel on the trains and in the stations if they make sure that the trains run on time, and instituting a system of material rewards and sanctions to be applied in the case of train personnel who take good care of the furnishings and equipment on the wagons or on the contrary, lose them.
- Providing the wagons with water, especially in the case of the Reunification trains. Long-distance travelers must have water to wash their faces.
- Clearly specifying the responsibilities of the train personnel, especially of the two persons serving on each of the wagons of the Reunification trains.

Finally, there must be plans for preventing the loss of receipts from the station up to the train.

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CSO: 4209/389

TRANSPORTATION AND COMMUNICATIONS

MOVEMENT OF GOODS BETWEEN NORTH, SOUTH IMPROVING

Hanoi GIAO THONG VAN TAI in Vietnamese 10 May 81 p 4

[Article by Vu Dac: "Many Positive Measures in the Movement of Goods Between North and South"]

[Text] In the first quarter of 1981 the volume of goods transported by the Railway Sector between North and South has reached only 95.1 percent of the planned level for north-south movement and 70.1 percent of the level planned for south-north movement; but compared to 1979 and 1980, the above achievements represent a great advance. As far as food is concerned, they represent a figure corresponding to 287 percent of the total volume of food transported in all of 1980.

We are faced with a situation of severe shortage of locomotives and wagons, especially of the G-type, which is getting worse and worse every day. The quality of our coal is poor, not to say that it is sometimes wanting altogether. But having determined for its own purpose the significance and importance of the movement of goods between North and South and realized its positive contribution to the regulation of the economic and national defense picture for the entire country while at the same time implementing the directive of the Prime Minister's Office, at the beginning of the first quarter the Railway Sector launched the movement for transportation of food coupled with many concrete and realistic measures meant to bring about all the successes possible.

The first measure is that the General Railway Department has taken the responsibility of directing and overseeing the trains itself--at least as far as the North-South movement is concerned, it provides direct guidance down to the district level railway departments and to the points of linkup and charge and discharge of commodities.

The General Department also delegates to the district level the power to do away with certain local lines if they prove to be unnecessary, so that the locomotives thus released can be mobilized for the movement of goods between North and South. On the other hand, this year we have been able to standardize the system of air pressure break both between the wagons and between them and the locomotives in all three district level departments, thus putting an end to the difficulties that still plagued us in 1980 when we needed to transfer wagons from one area to another.

In particular, the assignment to each district level department to come up with a daily quota of wagons has delivered us from the troublesome headaches that used to occur in this link. Linkup stations have been established in the two borderline

areas which divide District 1 and District 2 (Vinh Station) and District 2 and District 3 (Dieu Tri Station) so as to oversee the implementation of the above provisions among the various districts. This has contributed to building up a regularized way of doing things, thus stabilizing more and more the various elements forming the North-South fleet.

These linkup stations are responsible for controlling the number of wagons that come in and out of each district; for supervising the waxing and sealing of containers and for processing business papers; for comparing the bills of lading in order to determine the various components of a train, to reorganize the train elements in accordance with the rules and regulations (after all the movement along the way where the trains may be cut or linked up without the necessary arrangements which the individual stations are not equipped to do). On this basis, the linkup stations will inventory the number of various wagons, then the number of commodities being transported therein so as to draw up an account of the utilization of the wagons. The General Railway Department bases itself on this organization in order to grasp the actual situation of what is happening daily in the field and thus can issue immediate directives for solving knotty situations. In order to overcome the situation of recent months where the wagons that come into Saigon tend to be defective and thus have to stay over for repair, unable to serve, the General Department has assigned more responsibilities to the linkup stations, including the technical inspection of the wagons. If some wagons are found to be defective in some way, they can be sent back to the place of origination.

Generally speaking, there have been many efforts made in all three districts 1, 2 and 3, especially in the three originating stations and at the linkup stations. All people in charge have displayed clearly their awareness of collective responsibility, thus creating favorable situations for one another and actively contributing to the struggle to fulfill the tasks of the plan.

Worthy of special notice is that at the originating station in District 3, because of lack of space, the charging and discharging of commodities had to be done and concentrated in the Song Than station, thus limiting severely the possibilities of moving in and out commodities exchanged between South and North. Now, thanks to the fact that the district has been able to get the help of the Party committee and of the People's Committee of Ho Chi Minh City, it can now use Saigon station for the purposes of loading and unloading the commodities exchanged between the North and the South. Consequently, the loading, unloading, and train preparation points have been expanded to the point of responding to the highest level the requirements for transporting food in the first wave during the first quarter of 1981.

The movement of goods between North and South as done in the Railway Sector still runs into many difficulties in each and every link which need to be overcome. In the immediate future one must solve at an early date the following problems:

There are more and more defective locomotives and wagons day after day because of lack of parts, but also because of the slowness of our repairs. We need to have a substantial change in this link.

The relations between the organs responsible for the commodities and the Railway sector, between the latter and the transportation agencies belonging to the Ministry and with the Central Transportation Regulatory Commission, must be unified so that there be standardized ways of solving things and that one can simplify detailed procedures to the extent possible.

For a long time now, District 3 has not been equipped with warehousing space, which is why it is not normally filled with commodities, which again makes it that the flow of commodities exchanged between North and South is not something stable, thus creating situations of wasteful use of wagons and locomotives besides lengthening the turnover time. We must therefore build more warehousing facilities and expand the loading-unloading and train preparation points and make them more permanent.

Only when we have solved all the above basic problems can we truly create a situation that would be both firm and permanent.

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CSO: 4209/389

TRANSPORTATION AND COMMUNICATIONS

WORK AT HAIPHONG PORT

Hanoi GIAO THONG VAN TAI in Vietnamese 10 May 81 p 3

[Article: "Friendly Competition Pledges"]

[Excerpt] The Sea Transport Projects Combined Enterprise and the Soviet Union experts team have pledged to compete with each other on the implementation of four projects at Haiphong Port. These are: the laying of asphalt concrete at the third section of wharf number 3; the sinking of 50 concrete pillars and the pouring of foundation concrete for the axis A of the central mechanical plant; the completion and putting into operation of the repair plant for elevator trucks; and the construction of 5,000 square meters of open storage at location number 7 of the port. The workers and office employees of the combined enterprise and the Soviet Union experts team have also organized a communist labor day to commemorate the 111th birthday of Lenin.

In implementing this pledge, every day the leading cadres at the projects and the technical cadres worked in close cooperation with the Soviet experts to solve such requirements as building materials, equipment and technical considerations needed for the projects. The earthwork truck drivers race against time to bring in crushed rock in order to create an even surface so that one can pour asphalt concrete on top at wharf number 3. Lacking in wood, the technical cadres and workers of the Sea Transport Projects Combined Enterprise No. 3 use iron and corrugated iron to make the forms into which to pour the foundation concrete for the axis A of the central mechanical plant. The Soviet experts regularly discuss with our engineers and technical cadres at the project sites as to ways of controlling, guiding and reminding the workers of the need to fully implement the technical processing involved, thus guaranteeing the quality of the projects.

By the middle of April, the improved and expanded worksite at Haiphong Port, which is part of the Sea Transport Projects Combined Enterprise, had together with the Soviet experts team completed two projects, the repair plant for elevator trucks and 5,000 square meters of open storage space at location number 7; it had finished pouring two-third of the volume of asphalt concrete that needs to be put in the third section of wharf number 3; and finished an even surface so that concrete pillars could be planted in preparation for the foundation building of the central mechanical plant.

TRANSPORTATION AND COMMUNICATIONS

PREVENTING FIRES, EXPLOSIONS AT SEAPORTS URGED

Hanoi GIAO THONG VAN TAI in Vietnamese 10 May 81 p 5

[Readers Opinions column by Hung Van: "Keep the Political Security and Prevent Explosions and Fires at Seaports!"]

[Text] A study of the three large ports of Haiphong, Da Nang and Saigon reveals that up to 25 percent of the cadres, workers and office employees there are political security risks and/or are liable for criminal prosecution. A prime consideration is that the number of foreign ships coming in and out of these ports every year is extremely large, averaging about 1000 turnarounds per year, representing about 40,000 sailors and officers coming in and out, representing all sorts of nationality. Haiphong Port registered 3,925 ships and 38,469 men coming in and out during 10 years of operation. From among the officers and men coming in and out of Haiphong, one cannot leave out the possibility of foreign intelligence personnel and spies coming to our ports to carry out their operations and sabotage, but as far as we are concerned we must also have positive measures to prevent loopholes that we subjectively left open.

Since 1978, in all three large ports, there have occurred linkups between foreign spies and bad elements in our midst to cause trouble and sabotage. An example in point is the case of the Nikita, which flew the Greek flag, which organized a linkup to bring out 78 people trying to flee the country and which subsequently was caught and tried in court. Another is the case of Huynh Ba Nghiem, who worked in the business office of Da Nang Port and who accepted a bribe of 45 ounces of gold in order to create political instability, etc. Besides disturbing the political security of the ports, the foreign spies and intelligence personnel who camouflage themselves as sailors and sea captains also link up with bad elements in our ports to carry out economic sabotage, to organize theft, and cause fires or explosions in the sea ports. Some of these instances are extremely serious.

Together with a number of measures that are being pushed at our seaports, such as in-depth investigation of each step of the way into the ranks of warehouse managers, commodity controllers, loading and unloading personnel, sailors serving on the port barges and transfer boats, etc. we must launch and strengthen a mass movement for keeping political security and prevent fires and explosions. The seaports should also actively organize the rapid dispersion of commodities that are being congested in our warehousing facilities, especially of those most liable to explosions and fires; they must urgently draw up plans, leave out space and keep away from the port area those combustible goods such as explosives, poisonous gas, radioactive materials, cotton for material, etc. This is because, quite independently from the sabotage plots of the enemy, these materials can cause explosions and fires very easily due to the slightest oversight on our part.

The protection of political security and the prevention of fires and explosions at the seaports are urgent and immediate tasks, not only for the immediate future but also on a more permanent basis--they are part of the job of awareness building in a permanent and continuous revolution. The various echelons and sectors concerned should pay attention to this and have positive measures to prevent their reoccurrence.

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CSO: 4209/389

TRANSPORTATION AND COMMUNICATIONS

GOOD NORTH-SOUTH TRANSPORTATION WORK URGED

Hanoi GIAO THONG VAN TAI in Vietnamese 10 May 81 p 1

[Editorial: "Do Well the Tasks of Transportation Between North and South"]

[Excerpt] After the total liberation of the South, the volume of transportation between North and South has grown day by day with its demands more and more urgent while the effects of the war on our sector still remain severe, with our material and technical bases not quite strengthened, exhibiting many imbalances. Nonetheless, the whole sector has made efforts to overcome the difficulties to keep the arteries open between North and South, to satisfy the demands of transportation to serve the victory in the Southwest, and to serve the movement of compatriots from the northern provinces going south to build up the new economic zones. Especially since the issuance of the Party Central Committee resolutions number 6 and 26, our sector has transported a volume much greater than normal from the South up and transported south apatite and coal from the North.

In 1980 our sector has realized 101 percent of the transportation plan for South-North movement and 95.2 percent of that for North-South movement. The sea transport sector, in particular, has drafted even long-distance seagoing vessels of high tonnage to serve the tasks of North-South transportation. The Railway sector has made a great effort and for the first time has transported south 13,800 tons of apatite to serve the fields of the South.

Although these efforts cannot be said to be adequate as yet we are still happy to see that our northern compatriots have received more rice from the South and that the peasants of the South have been able to use fertilizer manufactured in the North for purposes of intensive cultivation and multiplication of crops. Thus, clearly we have seen a great change starting to take place which expresses the combined strength of the whole country, which has been the centuries-old dream of our people made possible only by the victory of April 30. Thanks to a series of bumper crops and owing to the new way of doing things and the new production relations, the amount of rice brought North from the South during 1981 has increased several fold as compared to 1980. Although the Railway sector has realized only about 80 percent of the transportation plan between North and South during the first quarter of 1981, the amount of food transported from the South to the North has nonetheless represented a 287 percent jump. Compared to even the most prosperous year of economic development under the French (1939), this represents a volume of transportation never achieved before. This in turn creates for the transportation and communications sector a very glorious mission which is nonetheless very demanding and difficult.

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